

THE  
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Contains the Week's News  
of Hongkong and the  
Far East.  
Price (including Postage) to any  
part of the world \$15.  
per annum.

# The China Mail.

ESTABLISHED 1842

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No. 16,585.

號七月七年六十百九千壹第

HONGKONG, FRIDAY, JULY 7, 1916.

辰丙次歲年五國民華中

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THORNE'S  
**OLD VAT**  
No. 4.  
**SCOTCH WHISKY.**  
SOLE AGENTS:  
**A. S. WATSON & Co. Ltd.**  
WINE & SPIRIT MERCHANTS,  
HONGKONG  
TEL. 616.

## MIRACLES OF SURGERY.

ASTONISHING CLAIMS BY  
GERMANS.

Astonishing claims are made by three  
German professors, who have been carrying  
on experiments at Singen, just over the  
German frontier.  
Dr. Sauerbruch, head of the surgical  
department of the Zurich University, and  
Drs. Buge and Felix, both professors of  
anatomy, assert that by connecting the  
muscles in the stump of an amputated arm  
with corresponding "muscles" in an  
artificial arm and hand they have made it  
possible for a trained patient, by  
exercising no greater effort of will than  
under normal circumstances, to open  
and shut the hand, lift a glass to his  
lips, and, in fact, to perform a variety  
of acts of personal service which appear  
to be little short of miraculous.

The operation of transplanting muscles,  
which is not new, has naturally played an  
important part in their experiments. The  
artificial hand they have been utilizing is  
one recently invented by Professor in  
Stodola, a Hungarian Professor at the  
Zurich Polytechnic, which is declared to be  
almost perfect. Professor Sauerbruch  
announces that the muscle-training  
experiment has succeeded perfectly, and  
only awaits the invention of a somewhat  
better artificial hand to enable it to be  
put into regular practice.



NOTICE.

ANY EUROPEAN, NON ASIATIC or  
INDIAN desiring to leave the  
Colony should apply in writing for  
permission to do so to the Captain  
Superintendent of Police, at least 48 hours  
before the intended hour of departure,  
giving name, nationality, age, sex, height  
and occupation of the applicant, and  
stating the name of the steamer or other  
vessel or the hours of the train by which  
the applicant wishes to leave. Applicants  
should apply in person for their passes at  
the Central Police Station between the  
hours of 9 a.m. to 1 p.m. and 2 p.m. to  
4 p.m. daily.

## THE HANDY BOAT FOR MACAO.

THE Steamship  
"CHUEN CHOW"  
THE ONLY BOAT LEAVING AT 5 P.M.  
EVERY DAY.

Back again by noon on the following day,  
SUNDAY—Leaves Macao 5 P.M.  
Arrives Hongkong about 9 P.M.  
FARES:—First Class \$2 Single; \$3  
Return (Saloon).  
Second Class 90 cts. Single; \$1.50 Return  
(Saloon) for Chinese.  
Electric Fans throughout. First Class  
Attention, Single Saloons and Cabin  
Accommodation.  
Passengers may sleep on board without  
additional charge on return tickets only.

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THE LATEST CHINESE PERIODICAL AND  
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TELEGRAPHIC NEWS FROM  
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ALL THE LATEST INTERNATIONAL NEWS  
VARIOUS PORTS OF CHINA AND JAPAN  
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Steel Building Work of every Description.  
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ENGINEERS and SHIPBUILDERS  
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Oil Drilling Cables of any size up to 3,000 feet in length.

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**Shewan Tomes & Co., General Manager.**

Hongkong, April 11, 1912.

501

**PEAK TRAMWAYS COMPANY, LIMITED.**

## TIME TABLE.

**WEEK DAYS.**  
7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 10 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 10 minutes.  
3.00 p.m. to 6.10 p.m. Every 10 minutes.  
**NIGHT CARS.**  
8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00  
p.m. every half hour.  
11.00 p.m. to 11.45 p.m. every quarter of  
an hour.

**SUNDAYS.**  
7.45 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.30 a.m. to 12.30 p.m. Every 10 minutes.  
12.30 p.m. to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.10 p.m. Every 10 minutes.

**NIGHT CARS on Week Days.**

**SATURDAYS.**  
Extra Car at 12 midnight.

**SPECIAL CARS** by arrangement at the  
Company's Office, 100, Queen's Road Central.  
Season and punch tickets available for  
all cars not already full, running at the  
time stated in the Company's time tables,  
but not for special cars, can be obtained  
on application at the Company's Office.  
No Season Ticket will be issued until  
a year or thereabouts has been made in Peak  
Road or by Oblique or Compendious car  
representing Peak Notes.  
**JOHN D. HUMPHREY & SON**  
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A Electric Lifts, Fans and Lighting.  
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Best of Food and Service.

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Manager.

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AND

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CANTON.

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100, QUEEN'S ROAD, HONGKONG.

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SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE  
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL  
ELECTRICAL AND MECHANICAL ENGINEERS.  
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers,  
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GRAVING DOCK 75' x 88 x 24'

Pumps empty Dock in 2-3/4 hours

THREE PATENT SLIPWAYS, taking vessels up to 3,000 tons displacement,  
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES  
throughout the Shops ranging up to 100 Tons.  
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

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As supplied to the British Admiralty and War Office.

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DESCRIPTION.

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Dockyard Managers can be seen between the hours of 11 a.m. and 12 noon at the  
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THE INFALLIBLE INSECT REPELLER.

DELICIOUS PERFUME. PERFECTLY HARMLESS.

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AND

**GRILL ROOM**

J. B. TARRANT,

MANAGER.

**PEAK HOTEL.**

ADMIRABLY SITUATED AT VICTORIA GAP.

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FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies  
rooms, Roof Garden.

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In Bags of 250 lbs. net.

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WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

**HONGKONG-CANTON LINE.**

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 7th JULY.

8 A.M. 'HEUNGSHAN' 6 A.M. 'HONAM'

10 P.M. 'FATSHAN' 8 P.M. 'KINSHAN'

SATURDAY, 8th JULY.

8 A.M. 'HONAM' 8 A.M. 'HEUNGSHAN'

10 P.M. 'KINSHAN' 8 P.M. 'FATSHAN'

Single Fare by Night Steamer \$4.00

Return Fare by Night (also by day Steamer) 11.00

Single Fare by Day Steamer 5.00

Return Fare by Day Steamer 9.00

**HONGKONG-MACAO LINE.**

S.S. 'TAISHAN' Tons 206 S.S. 'SUI PAI' Tons 1651

HONGKONG TO MACAO.

Week days at 8 A.M. and 9 P.M. from the Company's Wing Lok Street Wharf.

Sundays at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M. and 3 P.M.

**EXCURSION TO MACAO.**

SUNDAY, 9th JULY.

The Company's Steamship, "TAISHAN"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

and return from Macao at 3 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at

7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street

Wharf.

**CANTON-MACAO LINE.**

S.S. 'SUI PAI'.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO

STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.

AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

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S.S. 'SUI PAI', 588 Tons, and S.S. 'NANNING', 469 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday

and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the

same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to

Hongkong or vice versa by the Company's direct Steamers, "LINTIAN" and

"SANUL". These vessels have superior cabin accommodation and are lighted

throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**

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Opposite the Black Flag.

**"MUMEYA"**

"While-you-wait" Photography.

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HIGHEST GRADE

BRITISH MADE

Cadbury

Bournville Cocoa represents the

highest grade of nutritive cocoa prepared on

the continent; it fully maintains its high reputa-

tion in food value and delicacy of flavor, and

is second to none in any respect whatsoever.

Medical Magazine, March 1915

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**CHOCOLATES**

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THE FACTORY IN GLoucester, Bournville, ENGLAND.

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A Refreshing, Invigorating and Palatable drink, particularly suited for Tennis, Shooting and Bathing Parties.

Pints \$1.20 per dozen.  
Splits 70 Cts per dozen.

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AERATED WATER MANUFACTURERS

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WILLIAM POWELL LTD.

TEL. 348

THE BEST SHOES

FOR

CHILDREN

IN

HONGKONG

ARE

"PETER PAN"

OF WHICH

WE HAVE A COMPLETE

STOCK

AFTER YEARS OF EXPERIENCE

WE HAVE THESE SHOES TO

PERFECTION FOR THIS CLIMATE.

BRITISH MADE.

WILLIAM POWELL, LTD.

THE DIARY.

MEMOS FOR TO-MORROW.

3.45 p.m.—Third Gymkhana of the Season at Race Course, Happy Valley.  
8 p.m.—Smoking Concert at the Phoenix Club.

General Memoranda.

SUNDAY, July 9.—  
9 a.m.—Excursion to Macao by S.S. "Taishan".

MONDAY, July 10.—  
3 p.m.—Auction of Crown Land at P.W.D.

TUESDAY, July 11.—  
2.30 p.m.—Auction of Furniture, Blackwood Ware, etc., at Messrs. Hughes and Hough's.  
2.30 p.m.—Auction of Books, Bicycles and a Typewriter at Messrs. Hughes and Hough's.

WEDNESDAY, July 12.—  
Prince John's Birthday (1905).  
Noon—Auction of Painted Pups at Messrs. Hughes and Hough's.  
Noon—Auction of a Collection of Butterflies and Moths at Messrs. Hughes and Hough's.  
Opening night of "The Palisade," Kowloon.

FRIDAY, July 14.—  
2.30 p.m.—Auction of Ship's Gear at T. K. K. and H. Skott & Co., Godown, Kennedy Town.

SUNDAY, July 16.—  
5.42 a.m.—Full moon.

TUESDAY, July 18.—  
2.30 p.m.—Auction of Ship's Gear and Furniture at T. K. K. and H. Skott & Co., Godown, Kennedy Town.

BRIDGE SCORERS.

Blocks of 50 sheets,  
30 cents each.  
Four for One Dollar.

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5, Wyndham St.

VISITING CARDS

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## NEWS OF THE DAY.

### LOCAL AND GENERAL.

Volunteer and Reserve Orders received this afternoon will be published to-morrow.

Sir and Lady Chentung Liang Chen are among the passengers who left by the *Persia* to-day.

To-morrow night a smoking concert will be given at the Phoenix Club when the members will entertain their friends.

The auction of furniture advertised to take place to-day at Messrs. Hughes and Hough's has been postponed till to-morrow morning.

Dr. G. M. Harston is presenting two cups for a fourball foursomes knock-out competition in the Royal Hongkong Golf Club. The entrance fee will go to the War Charities Fund.

The Chinese Government at Canton are applying for the extradition to Canton of two Chinese arrested locally who are accused of being connected in an armed robbery. The proceedings will be heard on the 21st inst.

### WAR CHARITIES.

LADY ROBERTS' FIELD GLASS FUND.

The Hon. Mr. E. B. Hallifax, Hon. Secretary, War Charities Committee, informs us that in response to the appeal published on 20th June glasses have so far been received as follows:—

TELESCOPES from:  
Messrs. F. B. L. Bowley, A. D. Keigwin, J. Lema, J. G. Anderson and Rev. N. Scholes.

FIELD GLASSES from:  
Messrs. A. W. Robertson, G. N. Orme, H. Sorby, C. A. Hooper, B. A. Hale, H. G. Anderson, A. S. D. Cousland, A. D. Keigwin, Rev. J. Kirk Macdonald, Rev. W. Scholes and Mr. J. H. Cutcliffe Goodban.

making in all five telescopes and 13 pairs of binoculars and a subscription of \$75 from X.Y.Z. The money has been remitted; the first box of glasses will be kept open for about another ten days for the receipt of any further answer to the appeal, and will then be despatched to the Manager of the Fund by English Mail.

### ORGAN RECITAL.

Mr. Denman Fuller will give another Recital of popular music in St. John's Cathedral on Thursday next at 9.15 p.m. The last was extremely well attended and evidently appreciated, so it is hoped this recital will meet with similar success. The vocalist will be Mr. Frank Austin, who has not been heard in Hongkong for some considerable time. He will sing some popular selections from the oratorios.

### CLOSING SHARE QUOTATIONS.

|            | 3.30 p.m. |
|------------|-----------|
| Banks      | 170 b     |
| Drinks     | 125 b     |
| Wine       | 84 b      |
| Sugars     | 118 b     |
| Def. Indos | 135 b     |
| Trans.     | 520 b     |
| Cement     | 8.30 b    |
| Electric   | 48 b      |

### 15-YEAR-OLD GIRL CHAMPION.

A ploughing and agricultural demonstration was given by women farm hands at Killerton, Exeter, recently. There were 100 competitors, and the events included ploughing, rolling, harrowing, milking, sheep-shearing, and harnessing. The judges said the sheep-shearing was remarkably well done, many farm men being unable to do the work so skillfully. The champion prize was won by a 15-year-old girl.

### GIANT ZEPPELIN.

Swiss spectators declare that the latest Zeppelin seen flying over Lake Constance was of enormous proportions. They are nearly 250 yards long. They carry four armoured cars and are fitted with seven propellers.

### CAN YOU AFFORD THE RISK?

WHERE you ever seized with a severe attack of tramps, cholera, diarrhoea, or a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy. It is the power of Don't take such risk. A dose or two will cure you before a doctor could reach you by boat, and it never fails even in the most severe and dangerous cases. For sale by all Chemists and Storekeepers.

## THE MAGISTRACY.

### A CLEVER CAPTURE.

Unable to account for a trunk which had been burgled and which he was carrying in Reclamation Street, Yammat, a Chinese was arrested. Enquiries were made and it was ascertained that the defendant had been employed to carry the box for a woman who knew him and who was moving her effects from Sai Street to Hollywood Road. The box contained \$36 in money and various articles, of the total value of \$32. The woman accompanied the coolie to her new abode and saw him place the box on the bed. On the way back to the old house the coolie decamped.

Detective Sargt. Willis recovered a number of the articles from pawn shops in Hongkong and Yammat. Charged with larceny this morning the coolie was sent to prison for three months, with hard labour.

### AN UNSTAMPED RECEIPT STAMP.

Defending a Chinese merchant who was summoned for not cancelling a receipt stamp Mr. Crew said the receipt was in the payer's book and a duplicate receipt, properly stamped, had been given. The stamp in the book was a sort of "cumbria" to the Government and defendant was under no obligation to endorse that stamp. Mr. Orme said defendant seemed to have been very generous with his stamps and he (the Magistrate) thought if the stamp was there it should have been cancelled. The question was if the entry in the book was meant for the original receipt.

Mr. Crew said as far as he was concerned that was a mere gratuity to the other side.

A G.P.O. Inspector said he had no knowledge of a duplicate receipt. If that was in order he did not think the entry in the book required to be stamped.

The summons was withdrawn.

### APPEAL AGAINST SENTENCE.

Mr. Crew applied to Mr. Orme for a rehearing of a case decided yesterday in which a Chinese was sentenced to a year's imprisonment, 20 strokes and four hours' stocks, for "snatching" on the ground that "material evidence" was not called. The solicitor said the defendant had not had a chance—he was arrested the evening previous to the hearing on which he was sentenced. He had several relations in Hongkong who knew nothing about it. In a crowded street it was the simplest thing in the world to get arrested and he had convinced Mr. Wood on a previous occasion that a defendant was held by an accomplice of the guilty party.

Mr. Orme said there was no suggestion of that yesterday, but he would rehear the case providing the new evidence warranted it.

### DEFENDANT ILL WITH TYPHOID.

The case against a clerk in the Import and Export Department of forging the signatures of Mr. E. D. C. Wolfe on cheques taken from Mr. R. O. Hutchison's cheque book, has been remanded as the defendant has contracted typhoid fever.

### THE EXPORT OF CHINESE CASH.

Two representatives of the Cheung Shing Lung firm, 31 Bonham Street West, were charged before Mr. J. R. Wood this afternoon with exporting on the *sa Fook* to Kobe 60 cases of Chinese cash on May 17th.

The Assistant Crown Solicitor, Mr. P. M. Hodgson, said the firm applied for a permit on May 6th for 60 packages of old brass to be exported to Kobe. The permit was granted and signed by the manager of the firm, one of the defendants, and the goods were exported. Information was received and the goods telegraphed for to be returned and upon arrival in Hongkong the "old brass" was found to be cash. Mr. G. K. Hall Brutton pleaded guilty technically for the manager, who, he said, spent very little time with the firm. Like all Chinese managers, he did nothing and spent his time elsewhere. He had signed many permits before.

The hearing was adjourned until Tuesday.

### CHAPTEURS' FIGHT.

#### EXCITING SCENE OUTSIDE GARAGE.

Mr. Orme this afternoon heard a charge of assault against three chauffeurs of the Dragon Motor and Cycle Co., the complainant being a chauffeur at the Exile Garage.

Mr. W. B. Hind appeared for the complainant and Mr. Denny represented the defendants.

A Dutch motor driver aroused by the noise looked down over the veranda and saw two Chinese running away. Those Chinese were the first and second defendants. The complainant came up to his room covered with blood and he (witness) advised them to blow a police whistle. Mr. Denny said the defendants' case was that they did not commit the assault but it was committed by a man with whom complainant was acquainted in Shanghai. There was some trouble in the northern port and they had been twice and had a pitched battle on each occasion. That man, who would give evidence, was the complainant on the night of the assault soon after his arrival in Hongkong. He saw complainant standing in the Exile Garage holding a piece of iron and complainant invited him to go to the garage and get a piece of iron.

## THE LAW COURTS.

### THE PERPETUAL ADJOURNMENT.

In the Summary Court this morning Mr. Leo D'Almeida made an application for a month's adjournment in a case numbered in the list.

Mr. Crew asked for a day for hearing and Mr. D'Almeida said that could not be done. Mr. Crew had already had two years of adjournments and Mr. D'Almeida only asked for a month.

Mr. Crew said the writ was improperly served and a year ago he had the whole proceedings set aside with costs. The case had since been restored to the list.

Mr. D'Almeida said the case was continually adjourned because Mr. Crew's client was in Singapore and now his (Mr. D'Almeida's) client was in the country.

A fourteen days' adjournment was granted.

### WINDING UP ORDER WANTED.

#### PETITION AGAINST CHINESE FIRM.

The hearing was resumed before the Acting Chief Justice, Mr. H. E. J. Gompertz, at the Supreme Court to-day, of the petition of Ip Wan Hing, married woman of 9 Gough Street, to wind up the San Kwok Man firm 136 and 138 Queen's Road Central. The petition was strenuously opposed by several shareholders, all of whom declared that they were in favour of a voluntary winding up of the Company. All the assets of the Company were stated to have been realised and the only thing remaining to be done in the voluntary liquidation was the distribution of the assets.

Mr. C. G. Alabaster, instructed by Messrs. D'Almeida and Mason, represented petitioner; and Mr. Eldon Potter, instructed by Messrs. Ewins & Needham, opposed the petition on behalf of the shareholders and the Company.

Mr. Alabaster said the petitioner asked for the winding up of the Company on two grounds: (1) that the Company was unable to pay its debts and (2) that the petition was just and equitable. His Lordship said Counsel would not be troubled by the meaning of the words "just and equitable" which had already been explained in the Yue Hing case. The inability of the Company to pay its debts was not denied, and Counsel thought he would be able to prove that. It was eminently just and equitable that the circumstances of the Company should be enquired into. Counsel remarked that an extraordinary thing in itself was that the Company had not kept a banking account.

The petition was dismissed.

### TO-MORROW'S GYMKHANA.

#### SELECTIONS FOR THE RACING AT HAPPY VALLEY.

The third Meeting this season of the Hongkong Gymkhana Club is to be held tomorrow afternoon at the Race Course, Happy Valley, weather permitting. There are seven events on the "card." In the first of which a three-quarter-mile handicap, is timed to be started at a quarter to four. For this event, there will probably be a field of six or more. Electric Light, if he can last the distance, should just about do it, with Antony and Sunshine filling the other two places.

For the Gymkhana Stakes there will be only three starters and a close finish between Standard Dablis and King Jack is anticipated. Matchbox not being very far behind. Giving due allowance for his advantage in weight, we will put King Jack first and the Dablis second.

In the One Round Handicap, assuming the two top weights do not come out again, we soon, Matchbox has a good chance. Ploughed field should be good second with perhaps Social Seamer in third place.

Butler, Skip, Snowflake, and Tiger have all good starts in the Half Mile Distance Handicap, and all should be well up at the finish.

It is not easy to pick out selections for the last race, as it is so uncertain what points will run. If Standard Dablis and King Jack both come out, another desperate struggle between them may be looked for. If one comes out and the other we will call the match a draw. In the absence of both, Matchbox might win if he starts. It is not invited him to go to the garage and get a piece of iron.

### AT A STANDSTILL.

#### THE BUSINESS OF THE PHILIPPINE ISLANDS.

The following appeared in the *New York Herald* of June 11th:

MANILA, P.I., April 30.  
The business of the Philippine Islands is like a prisoner sitting in his cell awaiting his sentence. Will it be death or acquittal?

I speak, of course, of that business in the Philippine Islands which American industry and American markets have given life and being. Doubtless there will be other business in the future if the United States adopts the "entente" policy and Japan gains control of the hundreds of millions of dollars' worth of foreign trade which is bound to flow from the developed agriculture and expanded industry. But the business which grew up under the protection of the American flag has been in a state of arrest for nearly four years now awaiting trial.

Ever since President Wilson at Saint-Paul, Va., pronounced in favour of the Asiatic frontier, business in the Philippine Islands has lain dormant.

To-day the business of the Philippines is told by the cables that the House of Representatives will act on the Jones bill on Monday, and it awaits the sentence of death expected to be pronounced by Congress and the President of the United States.

Meanwhile the situation is just about as bad as it is possible to be. With the example of Mexico before their eyes constantly, American business men have been leaving the islands. The business fabric, like the government civil service, heretofore built up, has been disintegrating for the last three years, until now there is little of the old structure left.

American business men who had given years of their lives to the founding of enterprises have gone or are going, sacrificing from a half to three-quarters of their savings in the effort to get away and begin over again somewhere else. It is the irony of fate that many of these men were first of all soldiers for the nation which is now, by its own deliberate act, driving them out from their businesses and from the homes which they had established where their arms had established peace.

A BLOW TO PATRIOTISM.

Of course the amount of American capital invested in the Philippines, compared with that invested in Mexico, is very small, and so the number of American business men on the islands as compared with those formerly in Mexico is small, but there are also the Americans in the civil service to be counted which bring up the total. The more tragic features of the retreat from the islands are the fact that many of these men were first of all soldiers for the nation which is now, by its own deliberate act, driving them out from their businesses and from the homes which they had established where their arms had established peace.

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## AMERICAN TRADE IN THE PHILIPPINES.

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# THE WAR.

## LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

### THE NAVAL FIGHT.

#### ADMIRAL JELlicoe's DESPATCH.

##### THE ENEMY'S LOSSES.

LONDON, July 6.  
Admiral Jellicoe's despatch on the naval fight on May 31st-June 1st, places the enemy's losses as follows:  
Two battleships of the Dreadnought type.  
One battleship of the Deutschland type.  
Five light cruisers.  
Six destroyers.  
One submarine.

All the above were seen to sink.

Two battle-cruisers, one battleship of the Dreadnought type and three destroyers were seen to be so severely damaged that their return to port was extremely doubtful.

admittedly sank.

Assuming that all the ships in Admiral Jellicoe's second list did not return, Germany lost in capital ships 135,500 tons against a British loss of 108,800 tons. This gives a total of over 242,000 tons destroyed, not counting destroyers. It will be of interest to recall that the tonnage of the capital ships sunk in the last great naval fight—that of the Japanese against the Russians—which, curiously enough, occurred on the same date in 1905—May 31st—was only 93,000 tons.—Ed.

#### THE DESPATCH AND AN EXPERT'S COMMENTARY.

Admiral Sir John Jellicoe's despatch will be an historic document in the annals of the Navy. It appeals rather to students of sea warfare, than to the layman who does not find it easy to follow the technicalities.

At the same time the public is delighted to find in the despatch the fullest confirmation of the British claims based, as Admiral Jellicoe says, on a most careful examination of many individual officers, as to the havoc wrought to the German Fleet.

The opening words of the despatch tell with professional terseness the origin and purpose of the battle.

"Sir,—Be pleased to inform the Lords Commissioners of the Admiralty that the German High Seas Fleet was brought to action on May 31st westward of Jutland.

The ships of the Grand Fleet, in pursuance of a general policy of periodical sweeps through the North Sea had left its base the previous day, in accordance with my instructions.

The commentary of a Naval expert issued simultaneously with the despatch shows that Admiral Sir David Beatty's Fleet was the advance squadron, and it ran a measure of risk in attacking the enemy before Admiral Jellicoe was able to join battle, but Admiral Beatty followed Nelson's golden rule: "Attack the enemy in sight and cling to him as long as your teeth will hold out." The despatch shows some courage, but he did not task finish.

When a fine combination of the two fleets had been effected, the enemy would have had little hope of escaping decisive defeat but for the mist, which robbed the British of the harvest they deserved.

#### A STRIKING EPISODE.

The following striking episode of the battle deserves quotation:

"The Marlborough opened fire at 6.17 in the evening, firing seven salvoes at a ship of the Kaiser class. Then she engaged a cruiser and another battleship. She was hit by a torpedo at 6.54 and listed considerably, but at 7.3 she re-opened fire at the cruiser, and at 7.12 fired fourteen rapid salvoes at a ship of the Kaiser class, hitting her frequently until she quit the line.

Recording the gallantry of the officers and crews, Admiral Jellicoe says: "The conduct of all throughout was entirely beyond praise. No words of mine can do them justice. The most glorious traditions were most worthily upheld. I cannot adequately express the pride with which the spirit of the Fleet has filled me."

#### BLAZON TYPE NOT NECESSARY.

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy needs no glaring headline to attract the public eye. This simple statement, that all chemists sell it, is sufficient. Every family knows its value. It has been used for forty years and is just what the name implies. For all Colic, Cholera and Diarrhoea.

### THE BRITISH FRONT.

#### BRITISH RAIDS IN LA BASSEE CANAL REGION.

LONDON, July 6.  
General Sir Douglas Haig reports a further slight advance near Thiéval. South of the La Bassee Canal after a discharge of smoke and gas, we made successful raids on the enemy line. The Royal Welsh Fusiliers specially distinguished themselves, and took forty prisoners.

The Highland Light Infantry successfully raided enemy trenches west of Hulluch. Many Germans were killed and some taken prisoner.

LATER.  
Low clouds interfered with aeroplane work, but a British machine in the Trepasne area, dropping to 300ft., successfully bombed a train from which German reinforcements were alighting.

A British battery in another area secured direct hits on a German heavy battery and a battalion on a route march, inflicting many casualties.

Details of the raid by the Welsh Fusiliers show that three enemy mine shafts were destroyed and the enemy suffered 150 casualties, including the 43 prisoners brought back.

#### THE FRENCH FRONT.

PARIS, July 6.  
A German counter-attack gained two little woods a mile north of Hem while we captured a wood on the edge of the village.

A German attack at Bulcy was easily repulsed.

The Germans made a series of counter-attacks north of Hem, north of the Somme, and between Estrees and Bulcy. All were shattered by our curtain fire.

The Germans lost heavily, including prisoners. Two companies in a communication trench were annihilated by enfilading machine-gun fire.

#### GERMANS ATTEMPT TO HIT CATHEDRAL AT VERDUN.

There was only artillery activity in the Meuse region, the Germans attempting to hit the Cathedral at Verdun.

#### GERMAN TRENCH PENETRATED IN ALSACE.

A detachment of ours penetrated a German trench at Burnhaupt in Alsace and found it full of corpses.

### THE RUSSIAN FRONT.

#### SUCCESSES IN MANY SECTORS.

PETROGRAD, July 6.

A communiqué records successes in many sectors from Riga to the Carpathians.

A thousand of the enemy were taken prisoner at Baranovitchi.

The enemy on the right bank of the Dnieper were routed and hundreds taken prisoner.

The small town of Mikeltchine, on the railway between Kerosinzo and Delatyn, has been captured.

#### AUSTRIAN LOSSES.

#### OVER HALF A MILLION IN A MONTH.

PETROGRAD, July 6.

The General Staff estimates that the Austrian losses have been over half a million in the past month.

#### RUSSIA'S ACHIEVEMENTS.

PETROGRAD, July 6.

Military writers are most optimistic regarding the prospects.

Russian guns are pounding Baranovitchi on three sides at a range of four miles, and the Russians are enveloping with their left wing, on the Skyrthe Germans who in the Chertysk region are frantically striving to counteract the great Russian thrust at Lutsk.

The Austrians in southern Galicia are now out of communication with Hungary.

### GERMAN ADMISSIONS.

#### ALLIES' SUCCESSSES EAST AND WEST.

LONDON, July 6.

A German official announcement gradually admits the British progress near Thiéval, the evacuation of Hem, and the French capture of Bulloy. Fighting for Estrees, it says, is proceeding.

The communiqué speaks of heavy fighting on the Russian front and reveals that General von Bothmer's forces in the Barysz sector have retired upon Tatorpise, which is the next line of defence.

### ITALIAN FRONT.

#### ITALIAN OFFENSIVE SUCCESSFULLY CONTINUES.

LONDON, July 6.

An Italian official announcement says: Our offensive between Lagarina and Sugana Valleys continues, and our pressure on Adige and Astico obliged the enemy to withdraw.

#### BRITISH CASUALTIES.

LONDON, July 6.

Brigadier-General C. R. Prowse has been killed and Captain Craig is reported as "wounded and missing."

#### THE BRITISH PRISONERS AT RUHLIBEN.

LONDON, July 6.

In the House of Lords, in answer to a question, Lord Newton said that the German reply to the British request that British prisoners at Ruhlben should either be fed or released had been received. Germany had not categorically refused the request, and their reply was being studied.

#### VISCOUNT FRENCH.

LONDON, July 6.

Field-Marshal Viscount French has become the Colonel of the Irish Guards.

### THE IRISH SETTLEMENT.

#### AGREEMENT IN THE CABINET.

LONDON, July 6.

It is stated that the Cabinet has agreed to Mr. Lloyd George's Irish proposals with additional safeguards providing for Imperial control of harbours and strategic points and the protection of Unionists in the South and West.

A Bill is being prepared to give effect to the settlement and it will be introduced into the House of Commons shortly.

### INDIAN TEA AND INDIGO INDUSTRIES.

LONDON, July 7.

Mr. Chamberlain stated in the House of Commons that negotiations are proceeding with the State of Travancore for remedying the grievance of the double export duty on tea.

He also stated that he had communicated with other Departments of the Imperial Government which used indigo in the hope that after the war they would favourably consider the claims of the Indian industry, but he emphasised the necessity of the planters co-operating to insure more scientific cultivation, and better preparation and marketing arrangements in order to secure durable results.

### MEDICAL ARRANGEMENTS IN MESOPOTAMIA.

LONDON, July 7.

Mr. Chamberlain announced in the House of Commons that the Report of the enquiry into the medical arrangements in Mesopotamia had not yet been received.

### STRIPE FOR BRITISH WOUNDED.

LONDON, July 6.

An Army Order states that wounded officers and men will henceforth wear a gold braid stripe on the left arm, and an additional stripe each time wounded.

### THE WAR COMMITTEE OF THE BRITISH CABINET.

In the House of Lords on May 30th in the course of a discussion on the war Committee's conduct of the war.

The Marquis of Crewe (Lord President of the Council) said that no big movement was sanctioned without consultation with the naval and military advisers. The War Committee consisted of Mr. Asquith, Mr. McKenna, Mr. Chamberlain, Lord Kitchener, Mr. Balfour, and Mr. Lloyd George and all urgent war matters came before them.

Lord Midleton complained of the danger of confidential papers straying while Cabinet Ministers numbered 23.

The Marquis of Crewe replied that 99 per cent. of war matters did not come before Cabinet, as the War Committee's decision was final.

Lord Salisbury contended that there ought to be a single Minister responsible for initiating policy.

### EARLIER TELEGRAMS.

#### THE ANGLO-FRENCH OFFENSIVE.

#### BRITISH ADVANCE IN CERTAIN SECTORS.

LONDON, July 6.

General Sir Douglas Haig, in a communiqué states:—

Fighting has been continuous, but consisting mostly of local struggles for strong points, the result being that we advanced slightly in certain sectors. We lost no ground.

The German casualties today were very heavy.

The total prisoners now exceeds 6,000. There was the ordinary trench warfare elsewhere.

#### FRENCH RESUME OFFENSIVE.

#### GERMANS DRIVEN FROM ESTREES.

PARIS, July 6.

A communiqué states:—The French have resumed the offensive north of the Somme.

We captured the second German position east of Curin on a front of two kilometres.

We repulsed counter-attacks south of the Somme, and finally drove the Germans from Estrees. We now hold the second German position south of the Somme on a front of ten kilometres.

Five hundred more prisoners were taken.

There were only intermittent bombardments at Verdun.

#### SLOW PROGRESS EXPLAINED.

#### DISTINGUISHED NEUTRAL'S PRAISE OF BRITISH HEROISM.

LONDON, July 6.

The slower British progress is explained in a French semi-official report on the ground that the Germans expected a British, not a French, attack, thinking that the latter had been exhausted at Verdun. The Germans accordingly massed their best troops against the British.

The French papers are therefore most eulogistic upon Britain's effort, especially of the brilliant capture of La Boisselle, which was the enemy's strongest organisation.

There is a consensus of praise for the bravery of the new armies.

A distinguished neutral observer says the first triumphant assault was at Mametz, which the enemy believed impregnable. He does not believe that there was ever a more gallant feat in war. Nothing the Japanese did against the Russians was so perfectly heroic.

Similarly at Commeacourt, though the British failed to capture the salient, the British troops have not died in vain, for they held the German masses, enabling success to be attained at other points.

#### GENERAL STAFF QUITE SATISFIED.

#### THE STAYING POWER OF OUR RACE.

LONDON, July 6.

Mr. Bonar Law, speaking at a banquet in London in honour of the representatives of the Dominions now visiting England, said that the General Staff were quite satisfied with the result of the struggle so far. The deeds of the Dominion troops had become a household word. "Our resources will last longer than the enemy's, and the staying power of our race will see us to the end."

### THE RUSSIAN FRONT.

#### ROUTED NEAR BUCZACZ.

PETROGRAD, July 6.

A communiqué states:—The Russians routed the enemy on the right bank of the Dnieper, south of Buczacz. They cut the railway which extends from Delatyn, in Galicia, to Korosmezo, in Hungary.

#### UNITED STATES AND MEXICO.

#### CARRANZA ACCEPTS PRINCIPLE OF MEDIATION.

WASHINGTON, July 6.

General Carranza has accepted the principle of mediation, thus averting any danger of war.

#### BISHOP & "GERMAN BLUNDER."

There was an amusing blunder on the programme of one of the May Meetings. In the last verse of the National Anthem, as printed, appeared the lines:—

Lord make the nations see  
That men should know their  
The Bishop of Chichester explained that the word "knaveish" should, of course, be "brothers," and he characterised it as a German mistake.

#### DON'T NEGLECT YOUR FAMILY.

WHEN you fail to provide your family with a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy at this season of the year, you are neglecting them, as those counting is sure to be prevalent, and it is too dangerous a matter to be trifled with. This is especially true if there are children in the family. A dose or two of this remedy will place the trouble within control and prevent any of those distressing accidents which are so often the result of neglect.

### "BUSINESS GOVERNMENT."

#### DAILY FOR MINISTERS OF AIR, COMMERCE, AND SCIENCE.

Presiding at the ordinary general meeting of shareholders in Hadfields (Limited), at Sheffield, Sir Robert Hadfield said that Sheffield had done its duty to the utmost of its power in connection with supplies for the war.

He appealed to labour not to let restrictions of any nature stand in the way of the utmost output.

Dealing with the question of special Ministers for special work, Sir Robert said: "Our system of government at times seems to be framed on not very scientific lines.

For example, it is a technical age, yet as far as I am aware we have not a single representative of the technical business men in the Government.

Surely, some of our great engineers could have been well called in to give their counsel at a time of stress like the present. This present terrible war is most certainly a technical one, and demands all the best efforts of science and technical knowledge, whether as regards military engineering, mechanical engineering, electric engineering, chemical engineering, civil engineering, mining engineering, hydraulic engineering, metallurgical engineering, and other different branches.

Three more Ministers wanted.

All these are called into operation every day of the war. Yet, to the best of my knowledge, the Cabinet does not contain a single representative of any of those important branches. This being the case a radical departure is called for in our method of government, and that quickly. Surely, therefore, it is more than ever necessary to appoint three separate and distinct Ministers—a Minister of Commerce, a Minister of Science, and a Minister of Air.

The enemy is well represented in this respect, and I can personally vouch for the fact that the head of Krupp's had for many years personally reported every fortnight by actual attendance or correspondence, direct to the head of that Empire as to the progress of the work at Essen.

As a correspondent pointed out in the "Daily Telegraph" not long ago, and upon whose article I recently commented in a contribution to that paper, there certainly should be a Minister of Science.

A man may be educated, but not necessarily scientific. More education alone, therefore, does not necessarily fit the man for an important post in the Cabinet.

Whilst Mr. Asquith is my political chief, I should like him to know, and I feel sure I represent the views of the business men in Sheffield, that if he does not give us a Minister of Commerce the business men and men of commerce in this country will rise in serious protest.

#### CONSULAR SERVICE.

Our Ambassadorial and Consular service need serious revision, continued Sir Robert. The diplomatic career should be open, not to any particular clique or set, but to the ablest among us who will force their way upwards by ability. Outside Lord Cromer and Mr. Bryce, who did so much for us in America, and from whose work we are to-day in many ways benefiting, we have not had many other Ambassadors who have kept either themselves or us properly in touch with the country in which they were sent to represent Great Britain.

When meeting some of our Ambassadors abroad I have found that to talk to them of British commercial interests was a matter quite "taboo" in other words, it was somewhat beneath their notice. Either the first or second attack or the consul was called in, these often being men of any but the right type or nature, or who properly understood such questions.

I say most emphatically that these posts should be thrown open to the highest and best trained amongst us. There is no doubt that much of the cause of the present crisis has been owing to our being most inefficiently supplied with information, whether diplomatic, consular, or commercial.

If we had been told how things were going on the Continent, it is certain the nation would not have withheld its support. In other words, either we were not told, which was most reprehensible, or if the authorities knew more than the public they did not act upon the information.

Our authorities, therefore, are greatly to blame in allowing the British nation to be misled. Notwithstanding this terrible collision of things in which we temporarily find ourselves, we shall, if we exercise our usual tenacity of purpose and courage, safely emerge, and I trust, with sounder and better views on matters of this nature.

## HARPER'S PRICKLY HEAT POWDER

A NATURAL EMOLLIENT AND ABSORBENT DUSTING POWDER SCIENTIFICALLY COMPOUNDED FOR USE IN THE TREATMENT OF ALL ITCHING INFLAMMATORY CONDITIONS OF THE SKIN.

PREVENTION OF SORE FEET. Apply a small quantity of the Prickly Heat Powder to the Soles of the Feet and between the Toes: this will ensure perfect ease and prevent Sore and Blisters.

PRICE 75 CENTS PER TIN.

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THE ONLY EXCLUSIVE  
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TO THE ARCHITECT AND TO THE ENGINEER

"An ounce of demonstration is worth a pound of theory."

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Agents: BRADLEY & Co., Ltd.  
HONGKONG

## THE DISTILLERS COMPANY'S DRY AND OLD TOM LONDON GINS.



Unsurpassed for Quality  
Made from the Finest British Spirits under the most approved methods.

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## SHIPPING

## P. &amp; O. S. N. Co.

## ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned Ports on or about the

| For   | Straiters | To Sail         | Remarks         |
|---|-----------|-----------------|-----------------|
| LONDON via SINGAPORE, SUEZ, COLOMBO, PANAMA & MARSHALLS   | RELORE    | Noon            | Direct Service. |
| YOKOHAMA via SINGAPORE, SUEZ, COLOMBO, PANAMA & MARSHALLS | NOVARA    | About 17th July | Direct Service. |
| YOKOHAMA via SINGAPORE, SUEZ, COLOMBO, PANAMA & MARSHALLS | SOMALI    | About 17th July | Direct Service. |
| LONDON via SINGAPORE, SUEZ, COLOMBO, PANAMA & MARSHALLS   | HANKIN    | Noon            | Direct Service. |

Wireless on all steamers. Return tickets at a fare and a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

## O. S. K.

## OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

AMERICAN LINE, FOR VICTORIA, SEATTLE AND TACOMA, via SHANGHAI, MANILA, KEELUNG, NAGASAKI, MOJO, KOBE, YOKKAICHI AND YOKOHAMA.

BOMBAY LINE, FOR BOMBAY, via SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

JAVA LINE, FOR MANILA, SANDAKAN, MACASSAR, SOURABAYA, SAMARANG, RATAVIA & SINGAPORE.

FORMOSAN LINE, FOR TAMSUI, KEELUNG AND ANPING, TAKAO, via SWATOW, AMOY.

FOR FURTHER INFORMATION, APPLY TO —

H. YAMAUCHI, Manager.

TEL. Nos. 744 & 745.

No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO. LIMITED.

MAIL

SERVICE

TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

| STEAMERS   | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|------------|--------------------------------|------------------------------|
| EASTERN    |                                | 23rd July, at 11 a.m.        |
| ST. ALBANS | 4th August                     | 5th August, at 11 a.m.       |

THE above steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried. All Steamers Fitted with Wireless Telegraphy.

GIBB, LIVINGSTON & CO. Agents.

## NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipments at CAPE TOWN, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND AFRICAN LINE.

Proposed Sailings from Hongkong.

| Steamers from Hongkong | On or about | Connecting at | On or about |
|------------------------|-------------|---------------|-------------|
| UMKUZU                 |             | End of July   |             |

For Freight and further particulars apply to

DODWELL & CO., LTD., Agents.

## HONGKONG-NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ and PANAMA CANALS.

(With liberty to call at the Malabar Coast.)

FOR BOSTON & NEW YORK.

THE MUNCASTER CASTLE will sail on or about 18th July.

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

## THE MANYO YUSEN KAISHA

(SOUTH SEA MAIL & S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about

THE MANYO MARU, For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan

THE MANYO MARU, For Moji, Kobe & Yokohama

For Freight or Passage apply to

DODWELL & CO., LTD., Agents.

## SHIPPING

## C. N. C. CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

| FOR                   | STEAMERS | TO SAIL            |
|-----------------------|----------|--------------------|
| SHANGHAI              | SHANGHAI | July 8, Daylight   |
| HONGKONG & HAIPHONG   | SHANGHAI | July 8, at Noon    |
| NEWCHANG              | SHANGHAI | July 9, at Noon    |
| MANILA, CEBU & ILOILO | SHANGHAI | July 11, at 4 p.m. |
| SHANGHAI              | SHANGHAI | July 22, at 4 p.m. |
| TIENSIN               | SHANGHAI | July 22, at 4 p.m. |

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

MANILA LINE "Twin Screw Steamers" "Chincha" & "Tian" Excellent accommodation and service. Electric Fans fitted. Extra state-rooms on deck, at "Tian" and "Chincha".

SHANGHAI LINE—PASSENGERS, MAILS & CARGO. S.S. "Anhui", "Chenai", "Luchow", "Yingchow", "Shantung" and "Sinkiang" with excellent accommodation, Electric Light and Fans in Saloon and State-rooms maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

| For                          | STEAMERS  | To SAIL                      |
|------------------------------|-----------|------------------------------|
| MANILA                       | TUENSANG  | SATURDAY, July 8, at 3 p.m.  |
| SHANGHAI                     | KWONGSANG | SUNDAY, July 9, Daylight     |
| SINGAPORE, PENANG & CALCUTTA | KUTSANG   | TUESDAY, July 11, at 3 p.m.  |
| SHANGHAI                     | WOSANG    | THURSDAY, July 13, Daylight  |
| MANILA                       | LOONGSANG | SATURDAY, July 15, at 3 p.m. |

RETURN TOURS TO JAPAN.

THE steamers Kutsang, Wosang, Loongsang & Fookang leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong.

Time occupied 23 days. This service is supplemented by the "Fookang" leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chafso, Tientsin, Dairen, Weihaiwei.

Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Uman, Jesselton and Labuan.

Under Straits Government Passport Regulations. All European Passengers leaving the Colony for Straits settlement are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

## BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are dispatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

## R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO CHANGE WITHOUT NOTICE

HOMeward

TRANS-PACIFIC SERVICE

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215, Sub. Ex. 211.

## BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamer has excellent saloon accommodations for passengers and is fitted with all modern conveniences and carries a fully qualified Surgeon.

For Freight or Passage, apply to

DAVID JASSON & CO., LTD., Agents.

## SHIPPING

## DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

## SWATOW, AMOY &amp; FOCHOW

AND RETURN.

(Occupying 2 to 10 Days)

| STEAMSHIP | CAPTAIN              | LEAVING                      |
|-----------|----------------------|------------------------------|
| HAICHING  | Capt. W. C. Passmore | TUESDAY, 11th July at 2 p.m. |

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & Co., General Managers.

## TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the ISLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

| Steamer      | Tons & Speed    | Leave Hongkong                |
|--------------|-----------------|-------------------------------|
| KWANTO MARU  | 8,000-15 knots  | Wed., 12th July at Noon       |
| KIYO MARU    | 17,200-14 knots | Thurs., 13th July at Noon     |
| TENYO MARU   | 22,000-21 knots | Tues., 18th July at Noon      |
| NIIPPON MARU | 11,000-15 knots | Tues., 1st Aug. at 10.30 a.m. |
| SHINYO MARU  | 22,000-21 knots | Tues., 15th Aug. at Noon      |
| DAIREN MARU  | 9,000-12 knots  |                               |
| PERIA MARU   | 9,000-14 knots  |                               |

Proceeding to South American Ports. Via MANILA, Omittling Shanghai.

First Class to London. 271-10. Return (6 months) 212-10.

New York. 281-10. San Francisco. 245-10.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc. ROUND THE WORLD Tickets issued in connection with all the principal Mail Lines and the Trans Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso, thence by Trans Andean Route to Buenos Aires, etc.

Steamer. Tons & Speed. Sailing.

KIYO MARU 17,200-14 knots. Thursday, 13th July at Noon.

For full particulars as to Passage and Freight apply to

K. DOI, Acting Agents.

Telephone 291. KING'S BUILDING (Opposite Blake Pier).

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| DESTINATION   | STEAMERS     | Displacement              | SAILING DATE                  |
|---|--------------|---------------------------|-------------------------------|
| LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN and YOKKAICHI | SHIMIZU MARU | Capt. Wada, Tons 15,000   | WEDNESDAY, 19th July, at Noon |
|   | SUWA MARU    | Capt. Sekine, Tons 21,000 | THURSDAY, 27th July, at Noon  |

VICTORIA, B.C. & SEAT TLE via KEELUNG, SHANGHAI, MOJO, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA

SHIMIZU MARU, WEDNESDAY, 19th July, at 4 p.m.

SHIMIZU MARU, TUESDAY, 26th July, at 4 p.m.

SHIMIZU MARU, FRIDAY, 22nd July, at 4 p.m.

SHIMIZU MARU, TUESDAY, 11th July, at 4 p.m.

SHIMIZU MARU, THURSDAY, 13th July, at 4 p.m.

SHIMIZU MARU, FRIDAY, 14th July, at 4 p.m.

SHIMIZU MARU, THURSDAY, 20th July, at 4 p.m.

SHIMIZU MARU, THURSDAY, 27th July, at 4 p.m.

SHIMIZU MARU, THURSDAY, 27th July, at 4 p.m.

SHIMIZU MARU, THURSDAY, 27th July, at 4 p.m.

SHIMIZU MARU, THURSDAY, 27th July, at 4 p.m.

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SHIMIZU MARU, THURSDAY, 27th July, at 4 p.m.

SHIMIZU MARU, THURSDAY, 27th July, at 4 p.m.

## SHIPPING

## P. &amp; O. S. N. Co.

STEAM FOR

STRAITS, COLOMBO, AUSTRALIA, BOMBAY, SUEZ, ADEN, RANGOON, PORT, AND LONDON.

Through Bills of Lading issued for RATA, VIA PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "WELLINGTON" Captain A. M. Kiro, carrying His Majesty's Mails will be despatched from this port on or about THURSDAY, the 13th July, 1916, taking Passengers and Cargo and the above ports. The a.s. above will proceed through to Port Said, Marseilles and London.

Silk and Valuable, for Bombay (under arrangement) will be transhipped at Colombo into a steamer of the P. & O. S. N. Co.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. V. D. PARR, Acting Superintendent.

Hongkong, July 1, 1916.

FRANK WATERHOUSE & CO. (INCORPORATED).

ORIENTAL LINE.

NOTICE TO CONSIGNEES.

FROM SEATTLE, WASH. U.S.

THE S.S. "Yama Maru," having arrived from the above ports, Consignees of Goods are hereby informed that all Goods are being landed at the wharves of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence, and/or from that wharves, delivery may be obtained.

Goods not cleared by the 10th July, at 4 p.m. will be subject to return to the Consignees, and all broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on 10th July, at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, July 3, 1916.

AMERICAN-HAWAIIAN S.S. CO.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "GEORGINA" FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their wharves into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th July will be subject to return to the Consignees.

All Claims against the Steamer must be presented to the Underwriter on or before the 24th July, or they will not be recognized.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 10th June at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED, Agents.

Hongkong, July 3, 1916.

TOYO KISEN KAISHA.

FROM SOUTH AMERICAN PORTS, SAN FRANCISCO, via JAPAN PORTS.

THE Steamship "KIYO MARU" will be despatched from this port on or about THURSDAY, the 13th July, 1916, taking Passengers and Cargo and the above ports. The a.s. above will proceed through to Port Said, Marseilles and London.

Goods not cleared by the 10th July, at 4 p.m. will be subject to return to the Consignees, and all broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on 10th July, at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, July 3, 1916.

BARBER LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE "S. S. SKEPION CASTLE" FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their wharves into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th July will be subject to return to the Consignees.

All Claims against the Steamer must be presented to the Underwriter on or before the 24th July, or they will not be recognized.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 10th June at 10 a.m.







## To-day's Advertisements

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (on account of THE CONCRETE),

## SATURDAY,

the 8th July, 1916, at 10.30 a.m., at their Sales Rooms, No. 8, Des Vieux Road, Corner of Lee House Street,

HOUSEHOLD FURNITURE, etc., etc., Reserved to Sale Rooms for Convenience of Sale.

Including 12-Bore Fowling Piece by Jeffries and One set saddle complete.

20 Electric Fans (for Kowloon use) New, and A quantity of Aluminium Paint, Tins - Cash.

HUGHES & HUGHES, Auctioneers, Hongkong, July 7, 1916. 813

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

## FRIDAY,

the 14th July, 1916, commencing at 2.30 p.m., at the Toyo Kisen Kaisha's Godown (and afterwards at Messrs. M. Skott & Co's Godown), Kennedy Town.

SUNDRY SHIPS' GEAR, etc. Steamship

"CHITO MARU" comprising:—Steam Winches, Boat Davits, port Scuttles and frames, Brass Saloon Windows, frames and windows, Electric Fans and Lamps, Copper whistle and Syren, Brass Signal Gun, Engine Room Telegraphs and compasses, Electric water-tight shutters, Copper and Brass Steam Pipes etc., etc.

One Searchlight, N.B.—Further sales will be notified later. On View Now. Catalogue on application. Terms:—Cash on delivery.

GEO. P. LAMBERT, Auctioneer, Hongkong, July 8, 1916. 814

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

## TUESDAY,

the 18th July, 1916, commencing at 2.30 p.m., at the Toyo Kisen Kaisha's Godown (and afterwards at Messrs. H. Skott & Co's Godown), Kennedy Town.

SUNDRY SHIPS' GEAR AND FURNITURE, etc. Steamship

"CHITO MARU" comprising:—Leather Covered Armchairs, Revolving Swivel Chairs on iron frames, Wooden Folding Chairs, Nickel-plated Brass Bedsteads, Iron bunk frames and Mattresses, Patent Folding Washstands, Oak Writing and Centre Tables, Mirrors, Coloured Glass Windows, Mattresses, Rugs and Carpets etc., etc.

On view Now. Catalogue on application. Terms:—Cash on delivery.

GEO. P. LAMBERT, Auctioneer, Hongkong, July 7, 1916. 815

## "CHINA MAIL" OVERLAND EDITION.

THE BEST WEEKLY NEWS PAPER FOR ALL INTERESTED IN HONGKONG AND CHINA GENERALLY.

ORDER IT BEFORE GOING HOME, AND THUS KEEP IN CLOSE TOUCH WITH THE COLONY

## HONGKONG TIDES.

The tide-table given below has been compiled at the Hydrographic Office in London from the results of the analysis of observations taken by means of an automatic tide-recording machine in the Victoria Harbour at Tsim Sha Tsui during the years 1887-8-9. The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 3 feet 4 inches below mean sea level. To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamou Dock, add 10 feet 8 inches to the height given in the table.

July 8th to 14th, 1916.

| High Water   |        | Low Water    |        |
|--------------|--------|--------------|--------|
| Time         | Height | Time         | Height |
| Mon. 8.15    | 12.1   | Mon. 1.15    | 2.1    |
| Tue. 9.15    | 12.1   | Tue. 2.15    | 2.1    |
| Wed. 10.15   | 12.1   | Wed. 3.15    | 2.1    |
| Thurs. 11.15 | 12.1   | Thurs. 4.15  | 2.1    |
| Fri. 12.15   | 12.1   | Fri. 5.15    | 2.1    |
| Sat. 1.15    | 12.1   | Sat. 6.15    | 2.1    |
| Sun. 2.15    | 12.1   | Sun. 7.15    | 2.1    |
| Mon. 3.15    | 12.1   | Mon. 8.15    | 2.1    |
| Tue. 4.15    | 12.1   | Tue. 9.15    | 2.1    |
| Wed. 5.15    | 12.1   | Wed. 10.15   | 2.1    |
| Thurs. 6.15  | 12.1   | Thurs. 11.15 | 2.1    |
| Fri. 7.15    | 12.1   | Fri. 12.15   | 2.1    |
| Sat. 8.15    | 12.1   | Sat. 1.15    | 2.1    |
| Sun. 9.15    | 12.1   | Sun. 2.15    | 2.1    |
| Mon. 10.15   | 12.1   | Mon. 3.15    | 2.1    |
| Tue. 11.15   | 12.1   | Tue. 4.15    | 2.1    |
| Wed. 12.15   | 12.1   | Wed. 5.15    | 2.1    |
| Thurs. 1.15  | 12.1   | Thurs. 6.15  | 2.1    |
| Fri. 2.15    | 12.1   | Fri. 7.15    | 2.1    |
| Sat. 3.15    | 12.1   | Sat. 8.15    | 2.1    |
| Sun. 4.15    | 12.1   | Sun. 9.15    | 2.1    |
| Mon. 5.15    | 12.1   | Mon. 10.15   | 2.1    |
| Tue. 6.15    | 12.1   | Tue. 11.15   | 2.1    |
| Wed. 7.15    | 12.1   | Wed. 12.15   | 2.1    |
| Thurs. 8.15  | 12.1   | Thurs. 1.15  | 2.1    |
| Fri. 9.15    | 12.1   | Fri. 2.15    | 2.1    |
| Sat. 10.15   | 12.1   | Sat. 3.15    | 2.1    |
| Sun. 11.15   | 12.1   | Sun. 4.15    | 2.1    |
| Mon. 12.15   | 12.1   | Mon. 5.15    | 2.1    |
| Tue. 1.15    | 12.1   | Tue. 6.15    | 2.1    |
| Wed. 2.15    | 12.1   | Wed. 7.15    | 2.1    |
| Thurs. 3.15  | 12.1   | Thurs. 8.15  | 2.1    |
| Fri. 4.15    | 12.1   | Fri. 9.15    | 2.1    |
| Sat. 5.15    | 12.1   | Sat. 10.15   | 2.1    |
| Sun. 6.15    | 12.1   | Sun. 11.15   | 2.1    |
| Mon. 7.15    | 12.1   | Mon. 12.15   | 2.1    |
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